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The Sunday Motorist

An Abridged Magazine for Car Owners. Edited by
WILLIAM ULLMAN

Time was made for slaves, but automobile repairers now use it to decorate charge slips.

Helping the Motor on Hills.

Much of the difficulty in hill climbing in high gear is due to unnecessary wasting of power by incompetent driving. Many a driver "kills" his engine on a long grade simply because he does not give the car enough speed at the bottom and thus encourages overheating by denying the engine the advantage of the additional draft of cool air which is available at higher car speeds. Frequently this type of hill does not appear particularly steep and the consequence is the driver does not feed enough gas, allowing the en-

gine to run too slow, to struggle and eventually overheat.
A source of lost power in hill climbing which is too often overlooked is the bouncing of rear wheels over a rough road. Every bounce of a wheel that is driving means a loss of momentum due to the momentary give attention to avoiding the holes in the road or feeding less gas for an instant. The wheels going over an avoidable rough place.

A lot of drivers imagine they are gaining momentum by rushing over the rough place. They would accomplish more by taking it easier. Unless the throttle is closed momentarily while the wheels are going over a very rough spot with the car in second gear the machine will often lose momentum. When under power the wheels tend to run free, and when they are favored with the opportunity they run wild.

The practice of cutting curves when there is a change in doing so has led to the habit of taking the short cut around curves when hill climbing. This accounts for the "lost" power of many a motorist because the grade of the inner side of the curve is always greater than that of the outer side. The driver who in hill climbing keeps to the outer edge of curves—provided they are not dangerous—will gain from one side of the road to the other.

In hill climbing an apparently inconsequential thing will often mark the difference between making it "high" or resorting to "second." Keeping on the crown of the road is just one of these determining factors. The driver who keeps getting off into the gutter or ditch unnecessarily increases the resistance of the crown. In hill climbing every little thing counts. The point is to know what these things are.

An optimist is one who believes his car actually does the mileage per gallon that the man who sold it to him said it would.

Both Hands on the Wheel.

Motorists are cautioned time and time again to drive with both hands on the wheel, yet one hand steering continues unabated and is too often encouraged by the stock argument that practically all makes of cars are equipped with steering gears of the irreversible type. All right, but the stock argument will be more than one hand can comfortably handle.

But the road surface is not the only factor to be considered in steering, as an investigation of a recent odd accident showed. A driver was ambulating along a quiet road at a speed of ten miles an hour. He was steering with the left hand only, grasping the rim of the wheel at the top. The right hand was saluting a passing pedestrian. Suddenly, and without warning, a dreaming motorist ran his car squarely into the rear left fender of the slow moving machine, causing it to bound forward. The sun impetus from behind naturally threw everything forward, including the driver, and since his left hand was firmly grasping the wheel it exerted a sudden upward motion to the rim. This caused the car to swerve to the right. That meant heading in the direction of the pavement where a sturdy telegraph pole was in readiness to smash up the front of the machine. Had both hands been on the wheel the forward motion of the man's body and his hands would not have had such decisive effect upon the steering. In all probability the car would have bounded straight ahead, sparing all the front end damage. Nowdays in motoring what's before you is often determined by what's behind.

The Village Mechanic Says:

"Say, I'd like to have a dollar for every car that backfires comin' down this hill. I don't mean the sort of fireworks some cars make when the timin' is a little off. I mean the sort of backfire that retimes the engine or, temporarily, by shutting off the ignition when going downhill. The real backfire trouble comes from switching on the ignition again when the bottom of the hill is reached. This is caused by having the throttle open when switching on the ignition. The driver's foot should be kept off the accelerator until the ignition is on, otherwise the charge of unburned gas in some one cylinder is going to go off like a shot and ignite the unburned gas in the exhaust manifold. I fix many a muffler that is blown off on this account."

"Have you noticed that practically everybody who buys gas from me raises the hood and decides to take a quart of oil too? Many of these cars are new models which ought to run from two to five hundred miles to a quart. Yet when the owners raise the hood in front of my place they find that the oil indicator is lower than usual—so they immediately decide that they need oil. But they really need it? That's the point. That slight incline of the paving just where a car would stand when getting gas is the job I've got to see a motorist come to the conclusion that the oil indicator would necessarily read wrong if the car wasn't standing on the level. Sometimes the indicator will show more oil than the crank case really contains; sometimes it will show less. The way cars stand in front of my shop the indicators show less. My conscience tells me I ought to tell 'em about it, but, gosh darn it, I guess P. T. Barnum had the right idea. If I told every driver who stopped off that he really didn't need oil there'd be another one every minute asking for it."

Insurance Inquiries.

Q. Must a policyholder accept the amount of the insurance as determined by the automobile insurance adjuster?

A. The policyholder is given the right of resorting to an appraisal of the loss, one appraiser being appointed by each party to the insurance contract. The appraisers selected, in turn, a disinterested umpire, to whom they submit their differences if they fail to agree.

Q. Is the cost of appraisal charged to the insurance company or to the motorist?

A. The expenses of appraisal must be equally shared by insurer and insured.

Q. Why must a motorist usually wait sixty days before the insurance company sends draft to indemnify for loss occasioned by theft of car?

A. The policy contract specifically states that the loss shall not become payable until sixty days after notice.

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ascertainment, estimate and verified proof of loss. In the case of a stolen car it is very necessary for the insurer to take advantage of this provision because the car may be returned within that space of time, and may be in better condition than when stolen. If the companies settled immediately for all cars reported as total theft losses they would soon be in the used car business. They have enough cars on their hands already—cars which have been found after the owners had been indemnified.

Did You Know That—

The water pump packing nut frequently has a left hand thread and should, therefore, be turned to the left to be tightened? The left-hand construction is due to the fact that many pump shafts rotate to the left. The nut must tighten in the same direction as the shaft turns. Repairs to the radiator drain cock can be made without first draining off the water by plugging up the end of the overflow pipe with a cork? The water will then not run out at the drain because there is no inlet air. The radiator cap should be screwed on tight while the work is being done.

Using two cylinder head gaskets instead of one will slightly increase the power of an engine. Raising the power increases the displacement of each cylinder so that it can accommodate more gas and thus deliver more power. A special extra thick gasket comes for old cars in need of pepping up. Valve tappets should always be readjusted after this work is done, as the clearances will be increased.

Observations.

A fatalist is a man who can feel comfortable when his wife is driving him home from the office during rush hour.

Some of these drivers who burn their headlights in the daytime in order to keep their batteries from becoming overcharged might better waste current by using the horn a little more frequently.

Those who are forever delivering sermons on the strikingly human features of the automobile will doubtless make good use of the prediction that we will soon be running our cars on castor oil. Hope our engines take to it better than we do. Why not play safe by trying Castoria?

Judging by the number of neglected cars on the streets, some people who choose their cars for appearance must have an awful change of heart once the check is signed.

A clever automobile salesman could sell many a car to many a "dad" by telling "son" that the car falls to pieces at speeds over thirty miles an hour.

An eastern city that keeps a close check on motor car accidents found that a very large percentage of the trouble was caused by sprinkling the streets in the early evening. With the streets wet, visibility is lowered and skidding is encouraged. Why not obviate the annoyance by sprinkling the streets after midnight or before sunrise?

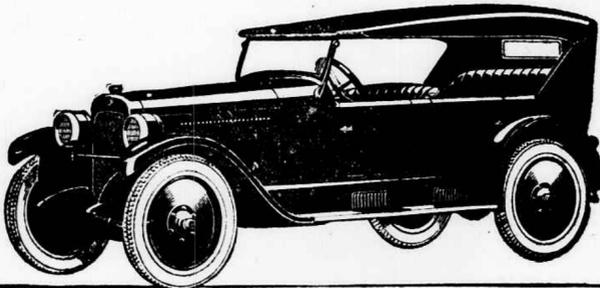
By those who levy taxes the car

GASOLINE SUBSTITUTE

Possibilities Many
Chemists Working With Straw, Molasses Gas, Tetralene, Alcohol, Shale and Naphtha.
Motorists who are worrying over the prospects of a gasoline famine a hundred years hence may now turn over and go to sleep. There isn't going to be any gas run out—never, never, say the sharps who figure out such matters.
Here is the good news: Chemists are at work on the development of motor fuel from a dozen different substances, the more ordinary of which are alcohol, acetol, shale, tetralene, molasses gas, rice straw, naphtha and ordinary straw. Apart from all this, benzol and kerosene, they say, will last as long as wood and coal exist. Shalenee, ob-

tained from the shale fields of Colorado, is also said to offer one of the best substitutes for gas yet known, and there appears to be an almost endless supply of this.
To the Automobile Editor:
Kindly recommend some substance which can be applied to the leather washer of a pump so as not to allow the air to filter through and thus cause loss of time. I have been told to oil the leather, but the oil will be forced out in time and so give the same trouble again.
A little neatfoot oil or castor oil applied to the leather washer of the pump will remedy the trouble. It will take a long time to force the oil out of the leather, but the oil will be forced out in time and so give the same trouble again.
H. L. K.

The CHALMERS SIX



Chalmers Six at \$1185
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In fine performance and long life, in dignity and beauty, the Chalmers Six at the new price of \$1185 is an unprecedented value.

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Touring Car 995 4 Pass. Coupe 1445 Sedan - 1545

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